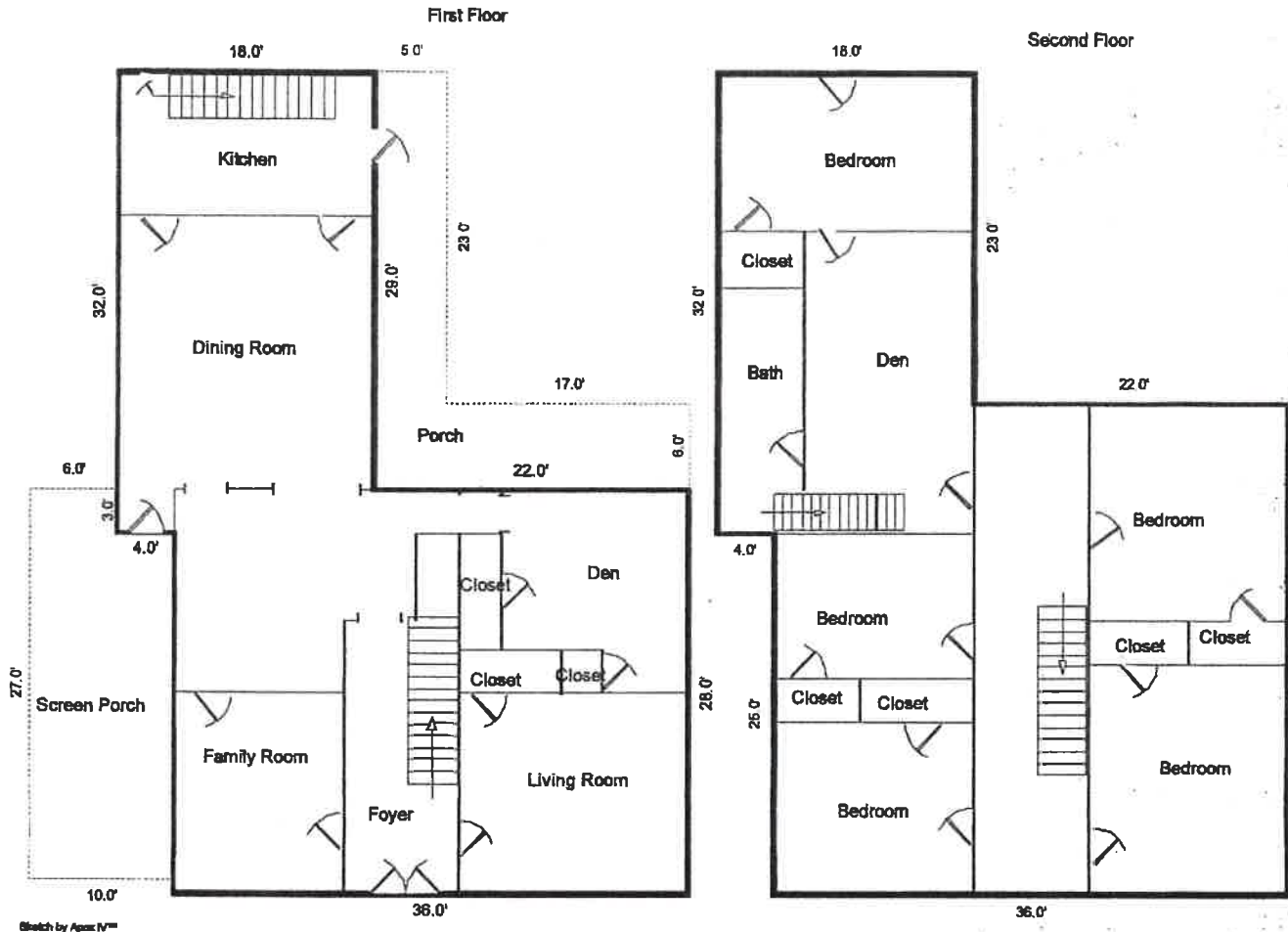


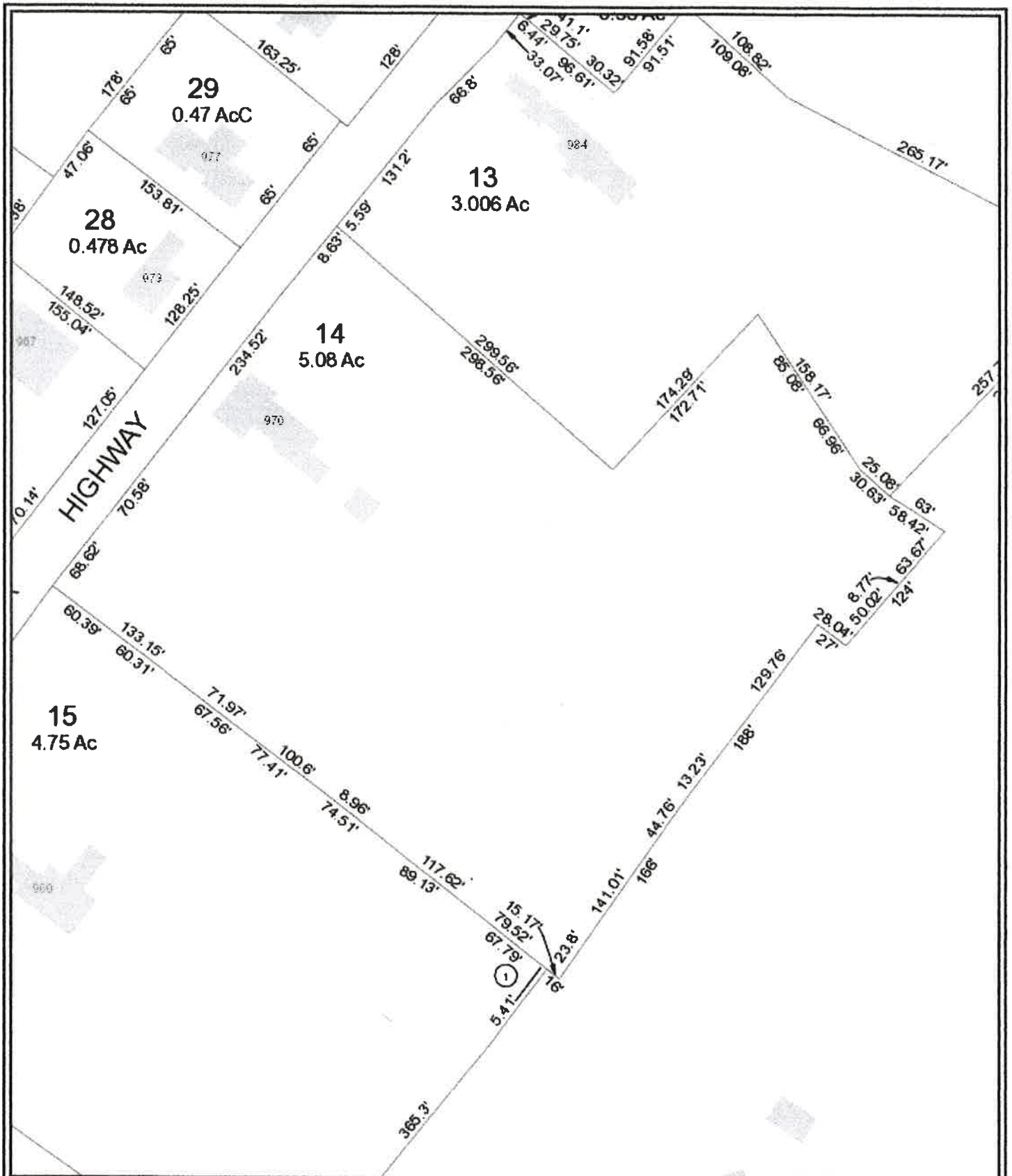
INTERIOR IS NOT DRAWN TO SCALE



Comments:

AREA CALCULATIONS SUMMARY			
Code	Description	Net Size	Net Totals
GLA1	First Floor	1542.0	1542.0
GLA2	Second Floor	1674.0	1674.0
P/P	Screen Porch	258.0	
	Open Porch	247.0	505.0
Net LIVABLE Area		(Rounded)	3216

LIVING AREA BREAKDOWN		
Breakdown		Subtotals
<b>First Floor</b>		
28.0 x	36.0	1008.0
3.0 x	4.0	12.0
18.0 x	29.0	522.0
<b>Second Floor</b>		
34.0 x	36.0	1224.0
4.0 x	9.0	36.0
18.0 x	23.0	414.0
6 Items	(Rounded)	3216



map 52 lot 14  
1 Inch = 109 Feet  
November 15, 2013



Data shown on this map is provided for planning and informational purposes only. The Town of Moultonborough and Cartographic Associates, Inc. are not responsible for any use for other purposes or misuse or misrepresentation of this map.

[www.cai-tech.com](http://www.cai-tech.com)

CAI Technologies

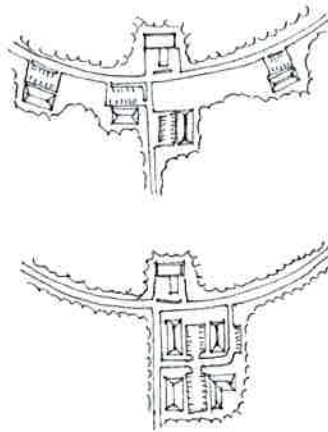
### III. PLANNING STRATEGIES – VILLAGE REVITALIZATION AND EXPANSION

#### A. OVERALL DESIGN PRINCIPLES AND OBJECTIVES FOR MOULTONBOROUGH

In dealing with future growth and development, there is help from current literature. There are a series of diagrams, re-drawn, from Randall Arendt's Rural by Design: Maintaining Small Town Character, which express various planning principles believed to be desirable in Moultonborough. Without priority, these include:

- Arranging commercial development outside the Village in a nodal pattern, rather than along the length of a major road. This will require zoning changes to deal with allowed uses and development regulations for integrating these uses and their parking areas into one whole, thereby gain the efficiency of shared parking while also protecting the carrying capacity of the road.<sup>2</sup>

Top Right:  
Haphazard Roadside Development  
*Commercial structures spread out Parking in front of buildings. Open space continuity (woods or rural) continuously broken.*



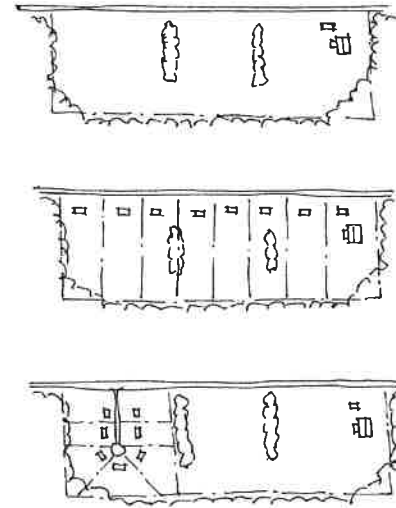
Below Left:  
Preferred Nodal Pattern  
*Commercial structures clustered. Parking beside or behind buildings Open space (woods or rural) continuity preserved. Parking reduction through sharing.*

- Require the clustering of dwelling units along the length of major roads, rather than the usual individual lots fronting on the road. Such lots are typically narrow and deep, for the greatest number of units. With clustering, the same number of dwellings might then be separated from each other by the same distance, while preserving much of the frontage in common ownership, thereby still maintaining the landscape's rural, open field visual quality.<sup>3</sup>

<sup>2</sup> Rural by D: Maintaining Small Town Character, Randall Arendt, Planners Press, American Planning Association, 1994..

<sup>3</sup> Rural by D: Maintaining Small Town Character, Randall Arendt, Planners Press, American Planning Association, 1994.

*On un-wooded sites, such as open field as shown in these sketches of a farm with two fields, it is important to encourage clustering for new residential development. Even on shallow sites there is little opportunity to locate homes far from the road, such as against the distant tree line. Additionally, lining houses along the road typically makes for deeper lots, but does not provide more privacy distance between homes, as illustrated on the middle sketch. Clustering, on the other hand, helps to preserve some of the open space by easement or covenant, as illustrated on the lower sketch.*



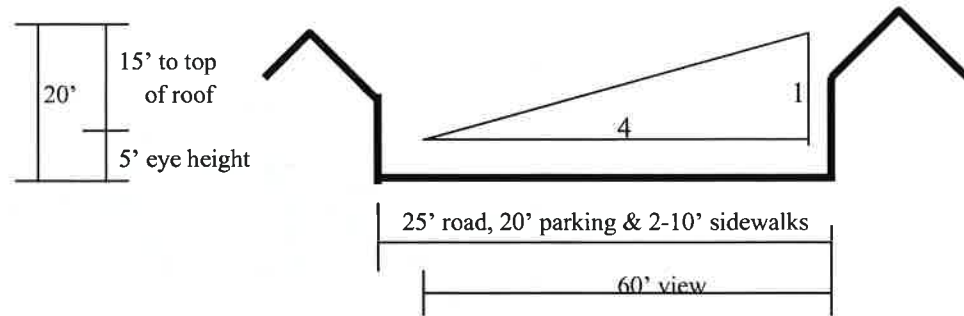
- Comparative housing forms were also reviewed for the resulting visual quality. For example, a typical low density townhouse project, with its parking area, or garages, in front, was contrasted with typical small village housing, at the same density (that is with the same number of dwelling units on the same piece of land), resulting in small lots and narrow driveways leading to garages in the rear yards and a common green in front. Additionally, the town house streetscape is almost totally parking or garages. The alley for parking solution allows the front to remain in pedestrian scale and use.<sup>4</sup>

There is one other important overarching design principle, not discussed in Rural by Design: Maintaining Small Town Character, which relates to a sense of enclosure, relating to both pedestrian scale and a “sense of place.”

- The pedestrian’s need for a sense of enclosure, noting that the appropriate ratio of vertical to horizontal distance is between 1/4 and 1/1. A ratio of less than 1/4 loses the sense of enclosure, and going above 1/1 begins to become uncomfortable. For example, when two story buildings (20 feet tall) are much more than 80 feet apart, one feels no enclosure . . . like standing on the edge of a field or a mall’s parking lot. A peaked roof also serves the function of adding height, while a flat roof on a one story structure is just not tall enough. Hence a village commercial street should be between 60 – 80 feet between facing buildings, that is two 12-foot travel lanes, parallel parking on both sides and 10-foot sidewalks. The extra width would be utilized for wider sidewalks, landscaping added to the sidewalk or some angled parking, with extended curbs.<sup>5</sup>

<sup>4</sup> Rural by D: Maintaining Small Town Character, Randall Arendt, Planners Press, American Planning Association, 1994.

<sup>5</sup> Historical & Cultural Resources, Community Character & Appearance Work Group, Moultonborough Master Plan Team, Meeting Minutes of 3/8/2008.



#### B. VILLAGE REVITALIZATION DESIGN PRINCIPLES

One of the most important elements of Moultonborough is its historic Village, its character, its sense of place and how it might be transformed, over time, into more than a linear commercial strip. Village plan and design guideline, and assembled Moultonborough tax maps have been reviewed. Objectives and opportunities have been discussed.<sup>6</sup> From these, overall village objectives included:

- Strengthen the sense of community.
  1. Provide places for people to gather.



*Public space for public festivals and other community activities.*

<sup>6</sup> Historical & Cultural Resources, Community Character & Appearance Work Group, Moultonborough Master Plan Team, Meeting Minutes of 3/8/2008..



2. Promote Historic structures.



*Historic recognition is important for public perception and property value, even in the absence of control as might be accomplished through zoning.*

3. Strengthen “village” character.



*Desired character includes:*

*Streets that are not excessively wide.*

*Sidewalk throughout the village center.*

*The creation of a rhythm of street shade trees.*

*Building setbacks which are not excessive, while still being sufficient for landscaping,*

*Residential scaled buildings.*

4. Retain existing structures.

*Moultonborough Library 1929*



*Moultonborough Library expansion 2006*



5. Assure compatible additions for changing uses.



*Buildings may be modified for new uses in unobtrusive ways.*

6. Assure compatible new construction.



*An architecturally compatible new parish house.*

7. Add residential uses, but at a village scale.



*Town homes, 2-story and with steep roofs, are at an appropriate village scale.*



*Urban housing is best with individual entries and individual private outdoor living space, whether deck, porch or yard.*



8. Keep building size and parking areas in a “village” scale.



*Small parking area, scaled to actual need of business.*

- Strengthen village signage.
  1. Encourage business symbols.
  2. Limit free standing signs, but where appropriate utilize low-profile and ground, rather than pole, mounting.
  3. Be appropriate in size, letter size and amount of information for the sign's use, different for pedestrian and automobile audiences.



*Sign is in scale with the sidewalk and the village street, being read from 10-50 feet away.*

*Color contrast is high for legibility without being garish.*

*Emphasizes type of business over agency name.*

*Symbolism adds interest and uniqueness.*

*Sign is not crowded with illegible information like phone numbers or web address.*



*Even low profile free standing commercial signs would not have to be large if they have appropriate letter size, color contrast and a simple message.*

- Increase commercial activity.
  1. Encourage outdoor, pedestrian scaled sales/activity.



*Outdoor advertising without blocking the sidewalk.*

2. Street, sidewalk facing retain frontage.
  3. Support Main Street Program and principles.
- Promote pedestrian scale and comfort.
    1. Provide a sense of enclosure from buildings and street trees.
    2. Provide for the pedestrian in dealing with automobiles, keeping parking areas small, and road crossings narrow and traffic naturally slowed with traffic calming techniques.
    3. Provide for seating, plantings and water.
    4. Provide for separation of public and private areas with fencing, landscaping or level change.
    5. Provide for tree-lined streets, sidewalks protected from vehicle travel movement and a pedestrian scaled environment.



*Small parks can be a delight for the pedestrian.*



*Public-private space definition is important, particularly where there are residential and commercial uses. A small height variation between the sidewalk and the private property is as effective as a barricade in making this definition.*

## **B. 1. VILLAGE REVITALIZATION EXPANSION**

### **VILLAGE OBJECTIVES**

Some ideas and opportunities discussed in response to these objectives included:<sup>7</sup>

- The existing “linear” village could be transformed or improved by moving parking to the side or rear of building, extending buildings that are too far set back, and adding curbing, sidewalks or pedestrian routes, street trees and protected crosswalks.
- Developing a “village green” in front of Moultonborough’s Town Hall and library, and relocating the majority of the public parking to the north.
- Potentially allowing this “green” to cross Holland Street, at least in a small way.

---

<sup>7</sup> Historical & Cultural Resources, Community Character & Appearance Work Group, Moultonborough Master Plan Team, Meeting Minutes of 3/8/2008.

- Adding a commercial street parallel to Whittier Highway, for only a short distance, but creating small blocks of approximately 200 feet square, as contrasted to more typical 300 or 400 feet square blocks. This would allow the village to grow, reduce its linear aspect while maintaining and strengthening its pedestrian aspects.
- Making pedestrian crossings safer: (1) provide a sidewalk from the existing pedestrian path from the Moultonborough Academy to the village's center, on the north side of Whittier Highway; (2) provide crosswalks from the civic buildings to the commercial buildings away from the Whittier/Holland intersection; and (3) provide additional crosswalks where new streets are added to create new blocks.

*Potential Village Expansion Utilizing the Above Principles*

*Double commercial space.*

*Add Village Green.*

*Whittier Highway traffic calming.*

*Sidewalk tie to the Academy.*

*Crosswalks between civic and commercial areas.*

*Integrate housing into village.*

*Add at same building scale.*

*Create Commercial plazas.*

*Add depth to linear village.*

*Sense of enclosure with narrow streets.*

*Pedestrian scale of small blocks.*

*Tree lined streets.*

*Small pedestrian plazas.*

*Save historic structures.*

*Traffic calming techniques throughout.*

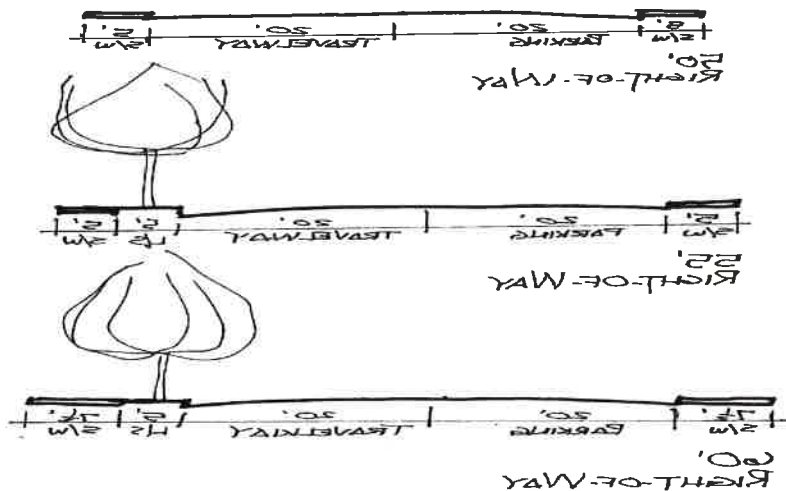
This sketch of a potential non-linear village reflects these design objectives. It also reflects that change is incremental. It is also pragmatic, relative to opportunities. For example, if the Parks and Recreation Building were relocated slightly, a much larger Village Green would be visible from Holland Street.<sup>8</sup>

This sketch indicates a doubling of commercial space, and is a ten plus year goal. It is important to concentrate commercial growth in this manner to gain the design objectives. The area from the civic center to the Academy is far enough for probably 20 plus years of growth.<sup>9</sup>



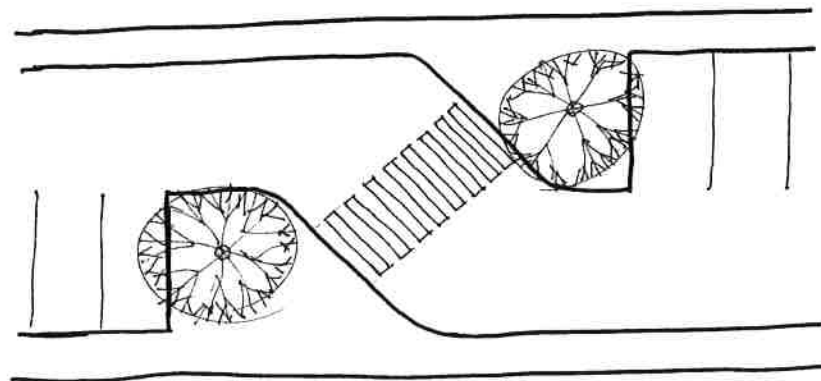
<sup>8</sup> Historical & Cultural Resources, Community Ch: Team, Meeting Minutes of 4/28/2008.

<sup>9</sup> Historical & Cultural Resources, Community Character & Appearance Work Group, Moultonborough Master Plan Team, Meeting Minutes of 3/8/2008.



#### Route 25 through the Village<sup>10</sup>

The objective is to utilize traffic calming techniques, including two 10-foot travel lanes, with angle parking on one side. (An alternate might be parallel parking on both sides.) The remaining right-of-way is to be a sidewalk behind the parking lane, and a landscaped strip between a sidewalk and the travel way on the other side. Where the right-of-way is in excess of 50 feet wide, the sidewalks and the landscaped strip should be widened.



Further utilizing traffic calming techniques, the travel way should be off-set, with the parking side being alternated.

<sup>10</sup> Historical & Cultural Resources, Community Character & Appearance Work Group, Moultonborough Master Plan Team, Meeting Minutes of 3/8/2008.



4. Innovative land use controls will be utilized to minimize the impacts of residential development.
5. Reasonable and appropriate design standards that result in responsible development will serve to enhance the Town's character along with its property values and contribute to the desired quality of life that Moultonborough residents have come to expect.
6. Developers and individuals will continue to value and seek to develop lakefront property. Since the high cost of this housing affects overall values in Town, there should be opportunities for higher density housing that can offer moderate-cost housing alternatives.

## GUIDING DEVELOPMENT OVER THE NEXT 25 YEARS

Implementing these core principles while accommodating future growth will require a number of changes in how land is used and how development is managed and regulated. This Master Plan intends to provide guidance to identify areas for protection and/or closely-controlled development, as well as areas where growth can be accommodated with little or manageable impact on adjacent lands and neighbors. Key issues that require attention include:

- ☐ Respect for Moultonborough's historical and cultural resources, and preservation of the rural character and scenic beauty of the Town.
- ☐ The importance of protective mechanisms for the abundant natural and sensitive environmental resources in Moultonborough.
- ☐ Awareness of the potential impact on town services from seasonal population converting to year-round population.
- ☐ The need to maintain and plan for expanded necessary public facilities and services.
- ☐ The impact traffic and development along the Route 25 corridor has on Moultonborough residents' quality of life and the inherent limitations the road's carrying capacity has on future development.
- ☐ A recognition of the importance of sustainability, including the use of "green technology" in building materials, as well as innovative thinking about ways to reduce the community's carbon footprints.

## HISTORICAL AND CULTURAL RESOURCES, COMMUNITY CHARACTER & APPEARANCE

**VISION:** *The Town of Moultonborough will pursue appropriate and effective policies and regulatory controls to protect the Town's scenic beauty and rural character; to enhance its pleasing and desirable appearance as a small New England village; and to preserve its many significant historical, cultural, and natural resources.*

### **Overall Action Items:**

#### **1. Integrate Preservation Goals into Planning.**

Establish a Heritage Commission to make preservation part of the planning process and to promote community education regarding significant historical, cultural, and natural resources. Develop a Historical Resources Inventory and Map and promote existing preservation mechanisms for historic and agricultural buildings and sites.

#### **2. Protect and Preserve Moultonborough's Rural Character.**

Adopt regulatory planning tools to protect historical and cultural sites throughout the town. Establish a Demolition Review Ordinance; adopt Architectural Design Standards (with drawings) for commercial buildings and sites; and adopt RSA 79-E for tax incentives toward rehabilitation and adaptive re-use of historic buildings.

#### **3. Revitalize Moultonborough Village.**

Identify and adopt the best mechanisms to encourage pedestrian activity and to achieve ongoing village improvements (Main Street Program or Locally Designated Historic District). Conduct feasibility studies to create a village common or green, and assess non-linear village expansion with the construction of a loop road north of Route 25.

#### **4. Protect and Preserve Moultonborough's Scenic Beauty.**

Adopt regulatory planning tools to preserve views and promote rural landscape protection throughout the town. Adopt a Steep Slopes Ordinance; establish and promote Scenic Roads and Stone Wall protection; promote Joint Conservation/Preservation easements.

#### **5. Improve the Appearance of the Town.**

Identify and adopt effective regulatory measures to improve the Town's appearance with the objective of enhancing and preserving its desirable rural character and scenic beauty. Amend zoning of the Route 25 commercial corridor for the most appropriate uses; repeal Special Exception provisions for commercial uses in the Agricultural/Residential Zone; update the Sign Ordinance; encourage attractive development and streetscapes.

*A more detailed list of goals and action items appears in Chapter 6, beginning on Page 49.*

2. Re-write the Cluster Provision of the Town Zoning Ordinance to create incentives for developers to build with higher density, at the discretion of the Planning Board, in order to maintain open space and protect natural resources and wildlife.
3. Through zoning and regulations, work with other town entities and the private sector to enhance the vitality and appeal of the Village Zone to increase its function as the town center.

- b. Repeal Special Exception provisions for commercial uses in the Agricultural/Residential zone. Utilize Conditional Use Permits or Variances for any commercial uses in the Agricultural/Residential Zone.
  - c. Explore a cluster/open space ordinance for future residential development.
  - d. Establish a Demolition Review Ordinance.
  - e. Replace the Village Zone with a Locally Designated Historic District.
  - f. Provide for sign approvals to be granted by the Planning Board, rather than the Board of Selectmen.
  - g. Adopt a Steep Slopes Ordinance to regulate development on Steep Slopes, Hillsides, and Ridgelines.
3. Revise Site Plan Regulations:
- a. Adopt architectural design standards (with drawings) to promote building and landscape design based on local and regional styles, materials, and practice ('traditional NE architecture').
  - b. Complete review and update of the Sign Ordinance and include enforcement provisions (PB Sign Committee).
  - c. Require nodal rather than linear commercial development outside the village and clustering of dwelling units along the length of major roads rather than narrow, deep individual lots.
  - d. Require parking in rear or on the side of buildings.
  - e. Reduce setbacks to bring buildings closer to road and require landscaped frontage.
  - f. Encourage adaptive re-use of buildings, particularly historic buildings, rather than demolition or new construction (RSA 79-E).



## **Goal #2: Revitalize Moultonborough Village.**

Identify and adopt the best mechanisms to achieve ongoing village improvement (Main Street Program, Locally Designated Historic District, Demolition Review Ordinance, RSA 79-E). Take immediate action to identify and act on measures to encourage pedestrian activity in the Village, which would have an immediate visible impact on revitalization and community character and appearance.

### **Action Items:**

- 1. Short Term:
  - a. Designate crosswalks across Route 25 in the village area to link the north and south sides of Whittier Highway/Route 25.
  - b. Establish pedestrian routes in key locations to encourage foot traffic and to promote safe passage from schools to village, as well as within the village area; seek easement donations where required.

- c. Encourage attractive landscaping, tree cultivation, and signage.
- d. Adopt RSA 79-E to encourage village revitalization and adaptive re-use of historic buildings.
- e. Identify buildings at risk (vacant or otherwise) in the immediate Village area on Route 25, and evaluate and promote potential community re-uses; encourage Town purchase and renovation of historic buildings for town use.
- f. Ensure that village improvements/updates respect historic character.

2. Longer Term:

- a. Designate and develop a “common” or village green to provide a place for people to gather and community events to take place.
- b. Promote the NH Main Street program, or similar private organization, and utilization of its principles.
- c. Work with state officials toward implementation of traffic calming measures on Route 25 (review speed limits, reduce pavement to two 10’ travel lanes with angle parking on one side only, other improvements).
- d. Conduct feasibility studies (with conceptual plan) for potential village expansion with the construction of a loop road (parallel to Route 25), allowing for non-linear growth and improvements, including walking routes, a community village green, and parking areas.



**Goal #3:** Establish a Heritage Commission (RSA 673:4-a; 674:44-b).

Make historic preservation a part of the planning process whereby an advisory, non-regulatory, Heritage Commission provides information to local boards to facilitate historic preservation goals, particularly when applications involve properties more than 50 years old or may impact a historic site or resource. Raise preservation awareness and promote community education regarding resources that are valuable for their historic, cultural, aesthetic, or community significance.

**Action Items:**

- 1. Promote existing preservation mechanisms for the town’s agricultural heritage, such as barn easements (RSA 79-D) and the state barn inventory (toward preservation of rural character).



2. Promote existing preservation mechanisms for historic buildings and sites, such as National and State Registers of Historic Places.
3. Promote joint conservation/preservation easements for the protection of open space and views (work with Conservation Commission and other entities).
4. Establish and promote Scenic Road designations and Stone Wall protection.

#### Goal #4: Develop an Historical Resources Inventory and Map.

Building on existing inventories (Historical Society) and the community landmarks list, conduct a reconnaissance survey identifying historic structures and sites that define the community's history and character. Survey and inventory all historical and cultural resources. Resource identification and mapping should place such sites into a framework that outlines the important historical trends or themes that they represent, with the future goal to incorporate this inventory and map into the Master Plan and onto the Town website, potentially a task of the recommended future Heritage Commission.



The committee has developed a list of significant community landmarks and views based upon the responses to the 'Top Ten' surveys distributed to citizens attending the December 2007 Master Plan community session. These buildings and sites should be preserved by the Town and protected by future planning activities (Appendix C).

#### Action Items:

1. Short Term:
  - a. Publish and distribute the illustrated list of "community landmarks" developed by the committee (promote community awareness and education).
  - b. Coordinate with the Historical Society and private entities to develop an inventory of important town historic buildings and other resources.
2. Longer term:
  - a. Encourage town-wide dialogue about future uses of buildings and sites on the community landmarks list (adaptive re-use).
  - b. Assess feasibility of vacant or underutilized buildings such as the Adele Taylor House or the Moultonborough Grange for town needs.



## 5. Facilities & Field Deficiencies

### Space Limitations/Challenges:

- Youth Sport Fields – have seasonal drainage issues which limit the use of the facilities. In 2005 the Louis Berger Group designed possible solutions. This report is on file at the Town Hall.
- Multiple demands for limited gym space available in the schools will likely restrict future programming.
- The limited number of recreation fields combined with increasing program activity makes it difficult to undertake major maintenance or upgrading projects without disrupting programs at other fields.
- The size of the community center building and the limited outside area constrain programming and participation.
- Storage space for program equipment is limited.
- Day Camps/Playground Programs have been restricted to morning programming due to limited facilities.
- States Landing Beach is likely to become increasingly less popular unless the mud bottom and aquatic weed infestation can be resolved.
- The building which houses the Zamboni and maintenance activities for the ice rink is considered inadequate and a potential safety problem for staff and volunteers
- Most of the fields on Playground Drive are not handicapped accessible.

## 6. Summary

There seems to be a growing perception and community awareness of potential recreational, cultural and social service needs that have largely evolved over the past 20 years. There was some discussion in the 1991 Master Plan of physical improvement needs at the town playground and recreational fields; however, the only future needs identified at that time were non-specific references to community parks, picnic areas and development of a trail system.

Since the late 90's there has been considerably more focus and emphasis on recreation, cultural & social service needs and related facility requirements; a major expansion of the Library was completed with a combination of public funding and private contributions; there have been significant improvements made to the primary municipal park & playground area, and the recreation department inherited a building when construction of the new town offices freed up the old municipal building.

A Recreation Strategic Planning Team was formed and funded by the town in 2006 to identify perceived recreational needs in the town. The RSPT & FSSC presented its report to the Town in 2007. The plan included not only a strategy for resolving the issues around athletic fields, but also preliminary plans for a new Community Center, associated with the fields. The Town voted not to approve the proposed cost for architectural and engineering design fees for the Community Center plans, but did vote \$100,000 to cover the cost of continuing to explore options.

3. Develop a formal Capital Improvement Program for the replacement of all equipment and for improvement to park areas.

⌘ **Town Office Building Action Items:**

1. Establish a Disaster Recovery Team to evaluate alternatives for redundancy of all critical operations. Recommend alternatives to Select Board and Town Administrator.
2. Establish Capital Reserve Fund for purchase and installation of back-up generators for all “Mission Critical” locations.
3. Initiate conversations with the School Department related to the feasibility of relocating and/or incorporating the current Recreation Department within the existing school facilities.
4. Establish internal task force to explore and implement automated payments and license, registration, applications, etc.
5. Establish time line and (CIP) Capital Improvement Plan for large dollar physical structure maintenance needs re: roof, HVAC, etc.
6. Standardize hours of operation of Town Hall to provide optimum service to residents.
7. Continue to enhance the Town Government web site to improve communication with the public



⌘ **Healthcare Action Items:**

1. Partner with one or more of the local hospitals to establish a local 7/24 Emergency Medical Center.

⌘ **Transfer Station Action Items:**

1. Establish a Recycling Committee and dedicate a small percentage of recycling revenue for public information campaigns designed to improve recycling efforts and reduce trash volumes.
2. Monitor Municipal Solid Waste tonnages and recycling rates to ensure that recycling remains a priority.
3. Establish a Capital Improvement Plan for equipment replacement and building improvements and dedicate a portion of recycling revenue to a reserve fund specifically for that purpose.

## **Community/Senior Center**

### **Background:**

The need for a community/senior center was first noted in the 1982 master plan, and mentioned again in the 1991 master plan. Several committees were formed in the 80's and 90's to investigate a community center. A warrant article to purchase the old Troop E building was narrowly defeated due to concerns regarding the septic system, not the need for the center. Additionally, in meetings with the original building needs committee in the early 90's, a lack of gym, storage, office and program space were cited. The recreation department was included in a previous 10-year plan with a building to be completed in 2004. The need for a large community center was also identified in the 2001 Recreation Dept. Strategic Plan.

In 2003, the recreation department turned the old police station into a small community center utilizing volunteers and fund raised by contributions. The center is successful, but is inadequate for the programs currently housed there due to the lack of space both inside and outside. There is no consistent inside place to hold summer programs during inclement weather.

The town established a senior needs committee in 1999 and that group completed a survey in 2001 that established a need for additional senior programs. The committee was awarded a Community Development Block Grant in 2002 and hired a consultant to conduct a feasibility study for a senior center. When outside grant funding for senior centers became unavailable, the committee felt that the best and most cost-effective way of continuing to work toward the goal of meeting senior needs was to combine forces with the recreation department and ensure that senior needs are included in any community center planning.

In 2006, warrant article #25 was approved at the Town Meeting providing \$50,000 for a feasibility study for the development and/or expansion of Town recreational facilities completed by recreational planner(s), architect(s) and other professionals. At the 2007 Town Meeting, the community voted to purchase the Lions Club property, consisting of a building and 18.2 acres of land.

### **Lions Club**

For many years, the Lions building has served as a quasi community/senior center, providing a home for senior meals, Meals on Wheels, Boy Scouts, Cub Scouts, family gatherings, Women's Club, a food pantry, quilting guild, Women Infants & Children (WIC), Weight Watchers, summer band concerts, the annual July 4<sup>th</sup> BBQ, meet the candidates nights and other community functions. The facility is managed under the direction of a site committee. Donna Grow, as an employee of the Ossipee Community Assistance Programs, prepares meals along with the assistance of many volunteers. She also coordinates the senior programming. Through August 2007 an average of over 885



Meals on Wheels and 770 senior lunches were prepared each month, not to mention all the special dinners for the Lions and other organizations.

The building is over 30 years old and is approximately 5700 square feet. Although the structure has been kept in very good shape a number of major renovations are needed to bring it up to current code for a public meeting location. Such areas as electrical, handicapped accessibility, bathroom facilities, fire code and sprinkler system will need to be addressed if it is to continue to function as a quasi community/senior center for many more years. The current structure would be too costly to renovate and bring up to code. It is recommended that it be removed. The Gazebo would be relocated adjacent to the new building as shown on the site plan.

### **Moultonborough's Athletic Fields**

Moultonborough's commitment to developing strong recreation and athletic programs has led to successfully high participation rates by people of all ages. With the high level of participation come many benefits to our community as well as challenges.

Despite the availability of fields at Moultonborough Academy and at Playground Drive, and a strong school-recreation department relationship, we cannot accommodate our softball and baseball teams along with our recreational programs for youth and adults. In order to schedule the over 30 recreational teams, we use fields in Sandwich, Meredith and Center Harbor. These fields won't always be an option for Moultonborough. This shortage of playing fields occurs in the fall as well, with our 18 soccer team program. Our softball field is converted to a soccer field to accommodate all the practices and games. There is an urgent need for additional field space plus the ability to develop a schedule for resting our fields so we don't ruin them from overuse. Many times our games are played in the twilight of the evening so our children get home well after dark, often on school nights. Practices are almost impossible to schedule due to the lack of adequate fields. We are not able to accommodate those who wish to use the fields for non-scheduled activities such as family pick-up games, or a parent or child just wanting to play on the fields. Requests for adult softball teams are not able to be met using current facilities. Requests for additional programs for adults and children are not able to be met.

The Moultonborough Recreation Department operates a daily after school drop-in program with over 100 children registered. Today, they play on a small backyard space behind the community center over a septic system. Tomorrow, we hope that they will have adequate playing fields to enjoy their outdoor recreation activities.

### **Moultonborough's Gymnasiums**

There are 2 standard gymnasiums in town. There is one regulation high school gym at the Academy and a smaller gym at Central School. There is also a multi-purpose room at Central School which can be used for limited activities when not be used as a lunch room



or for other school functions. The location of the stage, the lunch tables and other equipment in the multi-purpose room create additional difficulties in running active programs in this venue

The recreation department offers an extensive youth basketball program for children K to 6 composed of between 20 to 23 teams. Moultonborough Academy offers 8 teams (4 middle school level, 2 junior varsity and 2 varsity teams). All of these teams vie for the same space in school gyms. Program/player evaluations each year show that the number one recommendation is that more practice time is needed, as is court time earlier in the day.

In addition to youth programs, the recreation department offers Adult Co-ed Volleyball from September to May. There is also a very successful pickup basketball program as well as a men's/youth basketball program offered outside of the recreation department.

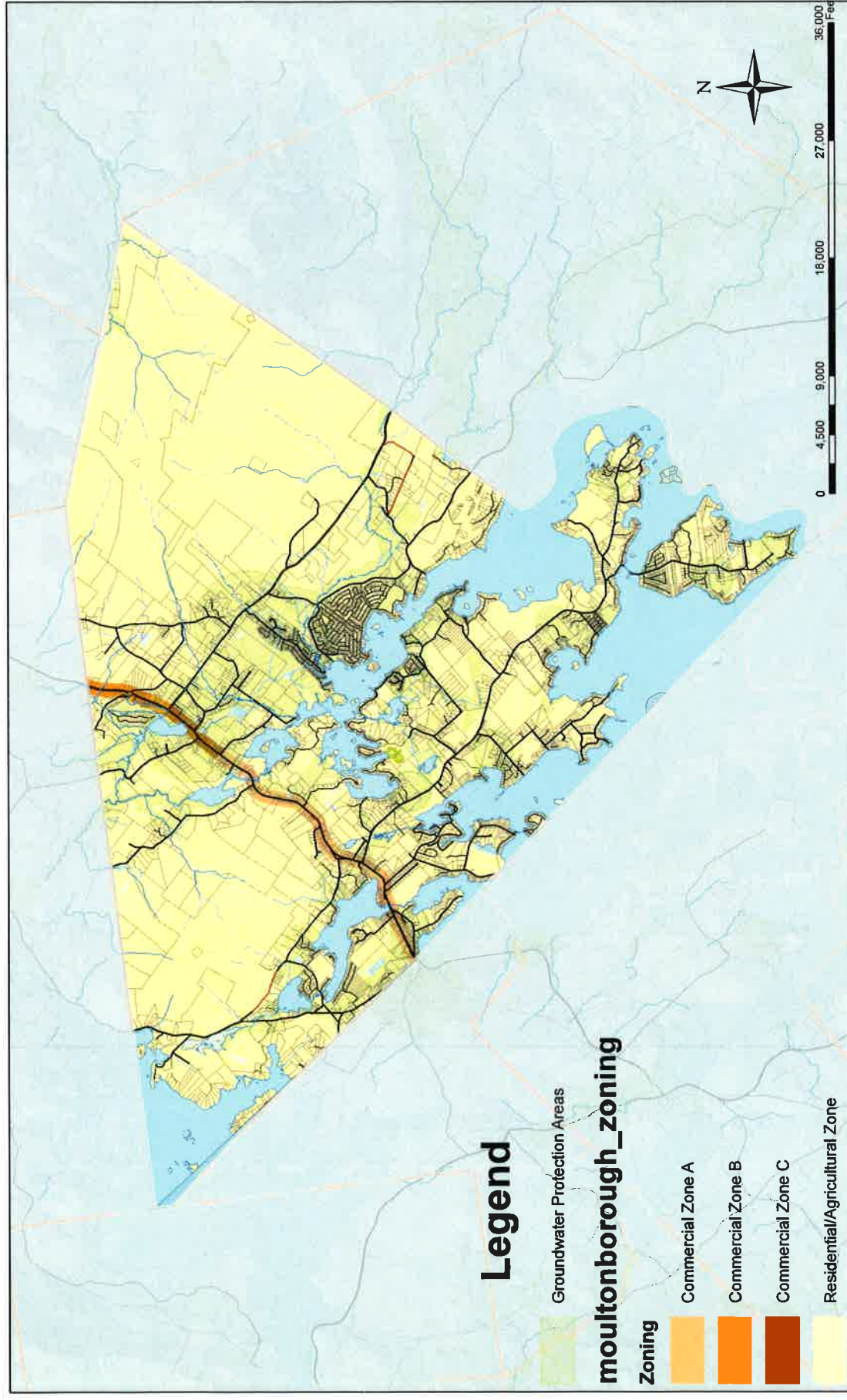
The recreation department is unable to meet the demand for basketball or other activities for adult/senior and active toddler programs during the day as the gymnasiums are being used for school activities. Active older adults are requesting more and more gym time that is simply not available. There is also recognition of space needed for active teen intramural/rec. league activities that cannot be accommodated in the over used gym space. Finally, the recreation department is unable to meet the need for more active adult programs such as women's basketball, dodgeball, volleyball and fitness classes. Currently the pick-up basketball program does not meet in the winter months due to lack of gym space.

**Recommendations: (Year of implementation) (Priority)**

- Proceed with developing the architectural and engineering drawing for the new community/senior center including the main building, a gymnasium with track, a softball field, a soccer field, a playground and a nature pathway. (2008) (A)
- Commence construction of the community/senior center and recreational areas to open in late 2010. (2009) (A)
- Purchase a used van for senior and other transportation. (2011) (A)
- Construct a storage/concession/van building. (2011) (B)
- Construct the second softball field and pavilion, if required. (2012) (B)
- Construct a 6 lane, 25 yard pool. (2012) (B)

The project would include development of the surrounding property to include athletic fields, outdoor recreational areas, and parking, while reserving space for possible future expansion to include a 6-lane 25-yard swimming pool. The fact that 80% of voters favored purchase of the property, especially when it was commonly known as a potential site for a future community center, seems to indicate considerable interest in the project on the part of the town. Given the central location of the site, it seems logical to develop a venue, which supports multiple uses at one convenient location.

# Town of Moultonborough - Zoning Map 2010



Map Designed by Daniel J. Mehalski, Town Planner  
Town of Moultonborough  
Approved March 9, 2010

C. BOUNDARIES OF COMMERCIAL ZONES AND PERMITTED USES

Commercial Zones within the Town of Moultonborough shall be described and bounded as follows, and the following uses shall be permitted as identified in the Table of Permitted Uses below:

**Moultonborough Table of Permitted Uses**

P=Permitted, NP=Not Permitted, SE=Special Exception Required

a. \*See Zoning Ordinance – Special Conditions Apply

Use	Commercial A	Commercial B	Commercial C	Residential	Groundwater
				Agricultural	Protection Overlay District
Single-Family Residential	P	P	P	P	*
Two-Family Residential	P	P	P	P	*
Multi-Family Residential	P	P	P	SE	*
Agricultural	P	P	P	P	*
Accessory Uses	P	P	P	P	*
Farm Stands	P	P	P	P	*
Retail Establishments	P	P	P	NP	*
Offices	P	P	P	NP	*
Banks	P	P	P	NP	*
Personal and Professional Services	P	P	P	SE	*
Motels and Hotels	P	P	P	SE	*
Bed and Breakfasts	P	P	P	SE	*
Auto Fueling Stations w/convenience	P	P	SE	NP	*
Auto Fueling Stations w/o convenience	P	P	SE	NP	*
Auto Sales, Service and Repair	P	P	SE	NP	*
Boat Sales, Service and Repair	P	P	P	SE	*
Auto Rental	P	P	P	SE	*
Boat Rental	P	P	P	SE	*
Wholesale Business (no outdoor storage)	P	P	SE	NP	*
Clinics	P	P	P	SE	*
Churches	P	P	P	SE	*
Commercial Schools	P	P	P	SE	*
Child Care Facilities	P	P	P	SE	*
Nursing Homes	P	P	P	SE	*
Public Facilities	P	P	P	SE	*

<u>Use</u>	<u>Commercial A</u>	<u>Commercial B</u>	<u>Commercial C</u>	<u>Residential Agricultural</u>	<u>Groundwater Protection Overlay District</u>
Accessory Storage Facility for Retail Establishments	P	P	P	NP	*
Indoor Movie Theatre	P	P	P	NP	*
Restaurants and Eating Establishments	P	P	P	SE	*
Personal Wireless Services Facility Communication Tower	P	P	NP	SE	*
Personal Wireless Services Facility Communication Tower (If Incorporated into another permitted Building)	P	P	P	P	*
Light Manufacturing, including:	SE	P	SE	SE	*
Research and Testing; and					
Assembly, Fabrication, Processing, Reproducing of goods; and					
Packaging, Packing or Bottling					
Mixed Use	SE	SE	P	SE	*
Home Occupations with no more than 1 employee (not incl. residents) and are not visible or detectable from adjacent properties	P	P	P	P	*
Small Wind Energy Systems	P	P	NP	P	*
Adult Uses	SE	SE	NP	NP	*
Excavation (RSA 155-E)	SE	SE	NP	SE	NP
Hazardous Waste Disposal Facility (RSA 147-A)	NP	SE	NP	NP	NP
Solid Waste Landfill	NP	SE	NP	NP	NP
Salt Storage without Indoor, Impervious Containment	NP	SE	NP	NP	NP
Junkyards	NP	SE	NP	NP	NP
Snow Dump	NP	SE	NP	SE	NP
Waste or Septic Lagoon	NP	SE	NP	SE	NP
Petroleum Bulk Plant or Terminal	NP	SE	NP	NP	NP
Recreation Use Outdoor-High Impact	SE	SE	NP	SE	*
Recreation Use Outdoor-Low Impact	P	P	P	P	*
Recreation Use indoor	P	P	SE	SE	*
Function Facility	P	P	P	SE	*
Agritourism	P	P	P	P	*

## Mapping:

**Submit a map or maps showing a radius of approximately two miles around each school. Show residential neighborhoods and indicate the approximate number of students in kindergarten through 8<sup>th</sup> grade in each neighborhood. The map or maps should also display existing and proposed safe routes for bicycling and/or walking between residential neighborhoods and schools.**

Several challenges exist for the town of Moultonborough to encourage students to walk and bicycle to school. The leading challenge is that 69 percent of K-8 students live more than 2 miles from the Moultonborough Academy and Moultonborough Central School. Additionally, both schools are located on or immediately adjacent to a state route (NH Route 25) which in 2006 experienced annual average daily traffic of 11,000 vehicles. NH Route 25 is major east west corridor that plays a supportive role not only in the movement of people, but goods as well. This heightens truck traffic through the center of town where the majority of municipal buildings are located which provide opportunities for after school programs. The map in Appendix B shows the kindergarten through eighth grade student population in relationship to the one and two mile distances from the Academy and Central School.

There are no sidewalks in the town of Moultonborough, and they are most clearly needed in the village center adjacent to the schools. In addition to the lack of sidewalks, shoulders are not consistently wide enough to provide adequate safety for bicyclists or pedestrians. The SRtS Advisory Group viewed resolving unsafe conditions as a priority before promoting walking and bicycling. This was supported by the 104 (54%) Parent Survey respondents that indicated sidewalks or pathways affect their decision to let their child walk or bike. Alternatives to sidewalks on NH Route 25 were considered. Opportunities considered included the potential for off-road linkages to the schools and drop-off locations where students living in more remote areas of town could walk or bike a portion of the way to the school. The drop-offs alternative, while not wholly supportive of completing a trip from home to school, was viewed by the SRtS Advisory Group to be one of the most practical near-term solutions given the lack of existing supporting infrastructure outside the village center and distance to larger neighborhoods in town. A series of connecting off-road trails were identified by the Moultonborough Police Department and evaluated by the Advisory Group. The Advisory Group determined that, for safety reasons (no lighting, no supervision, and lack of visibility), the only currently viable trail for students to utilize is between Moultonborough Academy and Laconia Savings Bank (Trail B).

The map in Appendix C shows alternative routes that could be effective with improvements and potential central drop-off locations.



## **Evaluation:**

**Summarize the results of the in-class and parent surveys and any walkability and/or bikeability surveys. Describe the existing participation of students walking and bicycling to school and the potential for increasing this participation if barriers (physical, cultural and otherwise) are removed.**

**If the community has a master plan that includes proposals for enhancing walking and/or bicycling, submit a copy of the relevant sections. In addition, include a description of any efforts to maintain or enhance compact settlement patterns that use land, resources and infrastructure investments efficiently.**

**The evaluation process will identify barriers to safe walking and bicycling from home to school and document the effectiveness of SRTS program**

### **Overview of Findings**

The town of Moultonborough has two schools with approximately 50 students per grade. Moultonborough Central School houses students in Kindergarten through grade 6 and Moultonborough Academy is for students grades 7 to 12. A private pre-school named Imaginations is located across NH Route 25 from the Central School. The village center is bisected by NH Route 25 which is a high-volume, primary east-west corridor in the Lakes Region. Also located in the village are the public library, town hall, recreation center, police and fire departments, Methodist Church, the Old Country Store, a convenience store, and several professional offices and small businesses. The settlement pattern in Moultonborough is distributed heavily along NH Route 109 to the east and Moultonborough Neck to the west, with more limited residential development in the village center. Distance from residential development to the village center and unsafe traveling conditions result in few children who walk and bike to school.

Many parents of children that live close enough to walk or bike to school will not allow these activities due to safety concerns. These concerns are related to the absence of sidewalks in town, the prevalence of inadequate paved shoulders and no crosswalks in the village center. These limitations combined with the frequently exceeded posted village speed limit of 30 miles per hour, make travel across NH Route 25 hazardous. It is acknowledged that needed improvements, which will promote pedestrian and bicycle safety on state routes connecting population centers and schools, must be made in cooperation with the NH Department of Transportation.

After careful consideration of existing conditions, the Moultonborough Safe Routes to Schools Advisory Group concludes the village center is the most critical area in need of safety improvements. While the school-aged population benefited by village center improvements is relatively low, the concept of central drop-off locations would allow students in more remote areas of town access without safety risk until improvements can be made in adjacent areas. A centralized drop-off would allow parents or buses to drop students at a village location where they could continue to school by walking or biking.

While a central drop-off will enhance student participation when promoted through school curriculum, it is understood that: 1) village center improvements including infrastructure, speed enforcement, and crosswalks must be made before promoting the central drop-off concept; 2) this concept is a temporary measure to promote safe walking and biking until infrastructure improvements connecting more populated areas can be made; and 3) the ultimate goal for Moultonborough is consistent with the Safe Routes to Schools program goal to promote home to school walking and biking trips by K-8 students. Once the village center is made safer, efforts can be expanded into other areas in town in a phased approach.

The evaluation process to assess current conditions and determine barriers which impede walking and biking to and from school is detailed in a document titled *Moultonborough Safe Routes to Schools: Student Arrival/Departure and Routes Assessment* (see Appendix D). A summary of the assessment report follows:

### **Assessment Summary**

Work on Moultonborough's Safe Routes to School initiative has taken many forms. It has included (1) conducting student and parent surveys, (2) a field assessment of arrival and departure procedures at the schools, and (3) a field assessment of the existing condition of all potential routes to schools. The field assessments, which involved the assistance of volunteers, have helped to identify pedestrian, bike, and traffic arrival and departure patterns at the Central School and the Academy. They also helped determine the safety of the current walking and bicycle routes to school.

#### **Student and Parent Surveys**

Paper surveys were distributed to parents and students at the schools in grades K to 8 to determine modes of transportation to and from school and identify perceived barriers to walking and biking to school. The survey element of the project was influential in the planning process. The percentages of surveys returned are shown below:

<b>Response Rates</b>	<b>Parent Surveys</b>	<b>Student Surveys</b>
Moultonborough Central	36%	70%
Moultonborough Academy	73%	26%

Survey results showed that the percentage of walkers and bikers to the schools is minimal: approximately 4 percent to the Central School and 1 percent to the Academy on a given day. The number of bicyclists was less than 0.4 percent to both schools. It should be noted, however, that only 12.5 percent of Moultonborough students live within the one-mile walking distance of school, and approximately 32 percent within the two-mile biking distance. School bus (45 percent) and family vehicle transport (48 percent) comprised over 90 percent of student methods of arriving at school. The parent surveys revealed potential barriers, including the fact that approximately 67 percent of Central School students, and over 60 percent of Academy students, live over 2 miles from school. Distance, traffic speed, traffic

volume, and the absence of sidewalks/pathways were noted as the primary issues that affect parents' decisions not to allow their child to walk/bike to school. See Appendix E for parent and student survey summary reports.

### **Field Assessment of Arrival and Departure Procedures**

The Lakes Region Planning Commission (LRPC) provided two interns to perform the first field assessment. Arrival and departure procedures were observed at both schools on June 12 and 16, 2009. Overall the system seemed efficient, organized, and effective. There are, however, areas that may be improved, including congestion at the Blake Road/NH Route 25 intersection, which was considered unsafe for pedestrians. Engineering, especially the addition of shoulders or sidewalks on surrounding roads, would make the built environment near school grounds more conducive to walking and biking, and is seen as a priority. Additional bike racks and consistent maintenance of trails nearby would also enhance walkability and bikeability.

### **Field Assessment of Existing Conditions of All Routes to School**

The third element of the study was the field review conducted on July 31 by volunteers and LRPC Staff. A total of five, two-person teams assessed walking routes within one mile of the schools, and biking routes within a two-mile radius. Assessment sheets from the National Highway Traffic Safety Administration (NHTSA) were completed for each road or trail analyzed. Participants also took photographs to show specific examples of positive and negative conditions on the trails and roads.

### **SRtS Advisory Group Recommendations Based on Assessments and Surveys**

SRtS Advisory Group recommendations were developed and prioritized from these assessments. For example, Advisory Group recommendations address specific concerns voiced in the Parent Surveys. Parents of children who don't currently walk or bike indicated that if improvements were made to: sidewalks and pathways, safety at intersections, and traffic speed they would be more likely to allow their children to walk or bike to school.

<b>Percent of parent respondents whose children don't walk or bike, who indicated that they probably would allow if conditions were improved</b>		
<b>Condition</b>	<b>Central School</b>	<b>Academy</b>
Sidewalk and pathways	44%	50%
Traffic speed along route	44%	44%
Safety at intersections and crossings	33%	29%

Additionally, walking and biking are perceived as healthy activities by 43% of the Academy parents and 53% of the Central School parents, which may indicate that with improved safety these parents would encourage walking and biking to and from school.

## Engineering:

**Describe physical changes to make walking and/or bicycling from home to school safe and inviting. Examples include sidewalks, bike routes and paths, signs and pavement markings, intersection improvements and traffic calming projects.**

### Engineering Recommendations

**1. Install sidewalks within a one-mile radius of schools, especially on NH Route 25, NH Route 109, and Blake Road.** This is a major infrastructure project which will require significant time and monetary expenditures.

**Phase I: Assessment** - The first step in this process would be to decide which areas are of primary importance/in the most need of sidewalks to improve safety for students traveling to and from school.

**Responsible parties:** SRtS Advisory Group.

**Funding sources:** No additional funds needed.

**Time frame:** As soon as possible.

**Phase II: Preliminary Design-** Once the top priority project area is selected, the town would need to hire an engineering firm to develop an existing conditions plan of the project area which could then be used to determine the exact nature of the improvements. The engineering consultant would need to meet with the SRtS Advisory Group to look at possible sidewalk locations. A design charrette could then be held in which the engineering consultant, together with the SRtS team, could present plausible options to the public as a means of garnering the maximum amount of public input and marketing of the idea.

**Responsible parties:** SRtS Advisory Group along with the School Board, Board of Selectmen, and the town consulting engineer. Because NH Routes 25 and 109 are state roads, the cooperation and involvement of the NHDOT would be required.

**Funding sources:** Possible SRtS implementation grant combined with town funds which would need to be approved at town meeting.

**Time frame:** Upon completion of Phase I.

**Phase III: Construction-** Once the plan is finalized it could be put out to bid for construction, a contractor selected, and the work completed.

**Responsible parties:** SRtS Advisory Group, School Board, Board of Selectmen, town consulting engineer, and the contractor. Because NH Routes 25 and 109 are state roads, the cooperation and involvement of the NHDOT would be required.

**Funding sources:** SRtS implementation grant combined with town funds which would need to be approved at town meeting.

**Time frame:** Upon completion of Phase II.

**2. Investigate and establish appropriate NH Route 25 and Blake Road crosswalks in accordance with NHDOT Marked Crosswalk policy (see Appendix H).** The exact locations of proposed crosswalks would need to be determined.

**Responsible parties:** SRtS Advisory Group in conjunction with the Moultonborough Police Department and the NHDOT.

**Funding sources:** No additional funds needed.

**Time frame:** As soon as possible.

**3. Procure an easement from Laconia Savings Bank to continue use of and legalize use of the pathway between Laconia Savings Bank and Moultonborough Academy.** Whether or not Laconia Savings Bank (LSB) is amenable to this idea is unknown at this time. If LSB is willing to work with the school district to establish a permanent easement in this location for the use of students traveling to and from school, the easement would need to be recorded in the school and bank property deeds.

**Responsible parties:** SRtS Advisory Group in conjunction with the School Board and Laconia Savings Bank.

**Funding sources:** Moultonborough School District.

**Time frame:** As soon as possible.

**4. Install shoulders along NH Route 25 and other main routes to school (NH Route 109, Sheridan Road, and Blake Road).** Improvements made to state routes must be coordinated with the NH Department of Transportation (NHDOT). The town may wish to consider a policy that adds shoulders where possible to town roads within the walkable and bikeable distance to schools when reconstruction or reclamation takes place. Increases to existing shoulders may be realized when an overlay provides an opportunity to re-stripe travel lanes; this may be achieved by



reducing lane widths from the standard 12' to 11' 6". NHDOT has indicated in certain areas a lane width of 11' may be appropriate.

**Responsible parties:** SRtS Advisory Group in conjunction with the Board of Selectmen and the NHDOT.

**Funding sources:** Possible SRtS implementation grant, combined with town funds which would need to be approved at town meeting unless part of the road maintenance budget, and NHDOT funds.

**Time frame:** Policy efforts could begin immediately, while actual construction would follow town or NHDOT schedule for reconstruction.

**5. Repair and maintain existing shoulders/curbs to correct for broken pavement and edge drop-offs.**

**Responsible parties:** SRtS Advisory Group in conjunction with the Board of Selectmen and the NHDOT.

**Funding sources:** Possible SRtS implementation grant, combined with town funds which would need to be approved at town meeting unless part of the road maintenance budget, NHDOT funds.

**Time frame:** Construction would follow town or NHDOT schedule for reconstruction.

# Report of the Blue Ribbon Commission on Community Services and Facilities

---



Working Draft #2  
March 22, 2011

**Acknowledgements**

*The Blue Ribbon Commission on Community Services and Facilities (Commission) would like to acknowledge and thank the various citizens, municipal and school departments that participated in the Commission's study; gave their time and provided information to guide our efforts. This includes the Moultonborough Recreation Department, Moultonborough Visiting Nurses Association, Moultonborough Human Services Department, Moultonborough Planning Department, Moultonborough Town Administrator, Moultonborough School District, the office of Moultonborough School District Superintendent, the Moultonborough School District Athletic Director, the Recreation Strategic Planning Team, Master Plan Subcommittee on Facilities and Recreation, the Moultonborough Lion's Club and representatives from Camp Tecumseh. We would also like to thank the citizens who faithfully attended our meetings, offered their expertise, insights and ideas on issues being considered by the Commission. Finally, the Commission would like to thank Hollis Austin for regularly videotaping the Commission meetings for distribution and viewing to the citizens of the community.*

**Charge and Duties**

The purposes of the Commission is to create an orderly process to review and assess the need for and provision of services by the Community Services Team (Human, Health, Senior and Recreation) and the related need for and provision of facilities for the same and act upon certain related recommendations contained within the most recent Master Plan update. This process will be undertaken and completed by a five member commission to be known as the Blue Ribbon Commission on Community Services and Facilities.

Duties of the Commission included:

- Receiving a briefing from the SelectBoard Chair and Town Administrator as to the reasons for its creation, the intent of the charge, the statute of RSA 91-A and the like, and the staff support which will be made available to it.
- Receiving a briefing from the Town Planner on the Master Plan recommendations related to the charge of the committee which shall specifically include those attached hereto as Attachment A.
- Reviewing previous reports assessing current and needed service delivery systems such as the Seniors Needs Study, the Recreation Strategic Plan, and the like.

- Becoming familiar with the current services provided in the community by the Town's Visiting Nurse Association, Human Services and Recreation departments as well as similar services provided by others such as the Senior Meals Program, Community Caregivers, and the like and the physical facilities from which these are provided.
- Catalog and assess existing town facilities which might be repurposed to meet these needs. Catalog and assess existing private facilities which might be available to meet these needs under suitable co-operation agreements.
- Receive and review such reports as SAU 45 shall have made outlining projected enrollments over the coming 10 years, how much space would be required by such enrollment, and the quantity, type and location of any vacant space which might be opened up. Examine and assess the sufficiency and suitability of said space for the provision of community services during and outside of the normal academic and extracurricular activities.
- Inquire as to the interest of any party in offering land and/or facilities to the Town within a radius of approximately ½ mile (as shown on the attached Attachment B) of Town Hall. This radius includes the entirety of the Village Center Zoning District and including the Village Center commercial hub, as well as government and schools. It is, to us, the truest example of a "Downtown" and worthy of our investment and support.
- Conduct such firsthand interviews of staff, whom shall lend their full faith and assistance to the efforts of the Commissions and promptly comply with its requests, and public hearings as it shall deem warranted.

#### **Commission Meetings and Facility Tours**

The Commission began its work on September 28, 2011 and to date has conducted informational meetings with:

- Moultonborough Visiting Nurse Association
- Moultonborough Recreation Department

4. Innovative land use controls will be utilized to minimize the impacts of residential development.
5. Reasonable and appropriate design standards that result in responsible development will serve to enhance the Town's character along with its property values and contribute to the desired quality of life that Moultonborough residents have come to expect.
6. Developers and individuals will continue to value and seek to develop lakefront property. Since the high cost of this housing affects overall values in Town, there should be opportunities for higher density housing that can offer moderate-cost housing alternatives.

## GUIDING DEVELOPMENT OVER THE NEXT 25 YEARS

Implementing these core principles while accommodating future growth will require a number of changes in how land is used and how development is managed and regulated. This Master Plan intends to provide guidance to identify areas for protection and/or closely-controlled development, as well as areas where growth can be accommodated with little or manageable impact on adjacent lands and neighbors. Key issues that require attention include:

- ☐ Respect for Moultonborough's historical and cultural resources, and preservation of the rural character and scenic beauty of the Town.
- ☐ The importance of protective mechanisms for the abundant natural and sensitive environmental resources in Moultonborough.
- ☐ Awareness of the potential impact on town services from seasonal population converting to year-round population.
- ☐ The need to maintain and plan for expanded necessary public facilities and services.
- ☐ The impact traffic and development along the Route 25 corridor has on Moultonborough residents' quality of life and the inherent limitations the road's carrying capacity has on future development.
- ☐ A recognition of the importance of sustainability, including the use of "green technology" in building materials, as well as innovative thinking about ways to reduce the community's carbon footprints.



## HISTORICAL AND CULTURAL RESOURCES, COMMUNITY CHARACTER & APPEARANCE

**VISION:** *The Town of Moultonborough will pursue appropriate and effective policies and regulatory controls to protect the Town's scenic beauty and rural character; to enhance its pleasing and desirable appearance as a small New England village; and to preserve its many significant historical, cultural, and natural resources.*

### Overall Action Items:

#### 1. Integrate Preservation Goals into Planning.

Establish a Heritage Commission to make preservation part of the planning process and to promote community education regarding significant historical, cultural, and natural resources. Develop a Historical Resources Inventory and Map and promote existing preservation mechanisms for historic and agricultural buildings and sites.

#### 2. Protect and Preserve Moultonborough's Rural Character.

Adopt regulatory planning tools to protect historical and cultural sites throughout the town. Establish a Demolition Review Ordinance; adopt Architectural Design Standards (with drawings) for commercial buildings and sites; and adopt RSA 79-E for tax incentives toward rehabilitation and adaptive re-use of historic buildings.

#### 3. Revitalize Moultonborough Village.

Identify and adopt the best mechanisms to encourage pedestrian activity and to achieve ongoing village improvements (Main Street Program or Locally Designated Historic District). Conduct feasibility studies to create a village common or green, and assess non-linear village expansion with the construction of a loop road north of Route 25.

#### 4. Protect and Preserve Moultonborough's Scenic Beauty.

Adopt regulatory planning tools to preserve views and promote rural landscape protection throughout the town. Adopt a Steep Slopes Ordinance; establish and promote Scenic Roads and Stone Wall protection; promote Joint Conservation/Preservation easements.

#### 5. Improve the Appearance of the Town.

Identify and adopt effective regulatory measures to improve the Town's appearance with the objective of enhancing and preserving its desirable rural character and scenic beauty. Amend zoning of the Route 25 commercial corridor for the most appropriate uses; repeal Special Exception provisions for commercial uses in the Agricultural/Residential Zone; update the Sign Ordinance; encourage attractive development and streetscapes.

*A more detailed list of goals and action items appears in Chapter 6, beginning on Page 49.*

2. Re-write the Cluster Provision of the Town Zoning Ordinance to create incentives for developers to build with higher density, at the discretion of the Planning Board, in order to maintain open space and protect natural resources and wildlife.
3. Through zoning and regulations, work with other town entities and the private sector to enhance the vitality and appeal of the Village Zone to increase its function as the town center.

- b. Repeal Special Exception provisions for commercial uses in the Agricultural/Residential zone. Utilize Conditional Use Permits or Variances for any commercial uses in the Agricultural/Residential Zone.
  - c. Explore a cluster/open space ordinance for future residential development.
  - d. Establish a Demolition Review Ordinance.
  - e. Replace the Village Zone with a Locally Designated Historic District.
  - f. Provide for sign approvals to be granted by the Planning Board, rather than the Board of Selectmen.
  - g. Adopt a Steep Slopes Ordinance to regulate development on Steep Slopes, Hillsides, and Ridgelines.
3. Revise Site Plan Regulations:
- a. Adopt architectural design standards (with drawings) to promote building and landscape design based on local and regional styles, materials, and practice ('traditional NE architecture').
  - b. Complete review and update of the Sign Ordinance and include enforcement provisions (PB Sign Committee).
  - c. Require nodal rather than linear commercial development outside the village and clustering of dwelling units along the length of major roads rather than narrow, deep individual lots.
  - d. Require parking in rear or on the side of buildings.
  - e. Reduce setbacks to bring buildings closer to road and require landscaped frontage.
  - f. Encourage adaptive re-use of buildings, particularly historic buildings, rather than demolition or new construction (RSA 79-E).



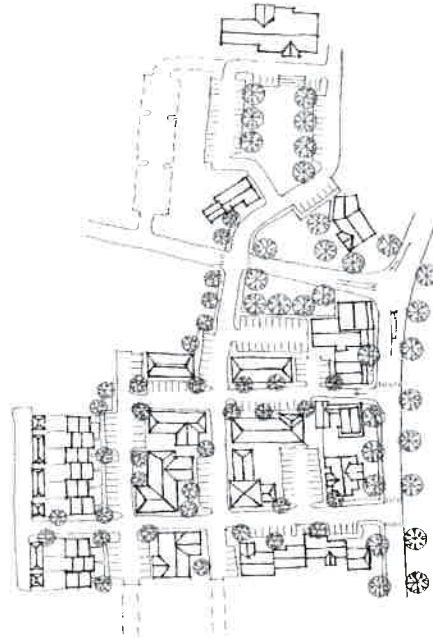
## **Goal #2: Revitalize Moultonborough Village.**

Identify and adopt the best mechanisms to achieve ongoing village improvement (Main Street Program, Locally Designated Historic District, Demolition Review Ordinance, RSA 79-E). Take immediate action to identify and act on measures to encourage pedestrian activity in the Village, which would have an immediate visible impact on revitalization and community character and appearance.

### **Action Items:**

- 1. Short Term:
  - a. Designate crosswalks across Route 25 in the village area to link the north and south sides of Whittier Highway/Route 25.
  - b. Establish pedestrian routes in key locations to encourage foot traffic and to promote safe passage from schools to village, as well as within the village area; seek easement donations where required.

- c. Encourage attractive landscaping, tree cultivation, and signage.
  - d. Adopt RSA 79-E to encourage village revitalization and adaptive re-use of historic buildings.
  - e. Identify buildings at risk (vacant or otherwise) in the immediate Village area on Route 25, and evaluate and promote potential community re-uses; encourage Town purchase and renovation of historic buildings for town use.
  - f. Ensure that village improvements/updates respect historic character.
2. Longer Term:
- a. Designate and develop a “common” or village green to provide a place for people to gather and community events to take place.
  - b. Promote the NH Main Street program, or similar private organization, and utilization of its principles.
  - c. Work with state officials toward implementation of traffic calming measures on Route 25 (review speed limits, reduce pavement to two 10’ travel lanes with angle parking on one side only, other improvements).
  - d. Conduct feasibility studies (with conceptual plan) for potential village expansion with the construction of a loop road (parallel to Route 25), allowing for non-linear growth and improvements, including walking routes, a community village green, and parking areas.



**Goal #3:** Establish a Heritage Commission (RSA 673:4-a; 674:44-b).

Make historic preservation a part of the planning process whereby an advisory, non-regulatory, Heritage Commission provides information to local boards to facilitate historic preservation goals, particularly when applications involve properties more than 50 years old or may impact a historic site or resource. Raise preservation awareness and promote community education regarding resources that are valuable for their historic, cultural, aesthetic, or community significance.

**Action Items:**

- 1. Promote existing preservation mechanisms for the town’s agricultural heritage, such as barn easements (RSA 79-D) and the state barn inventory (toward preservation of rural character).

2. Promote existing preservation mechanisms for historic buildings and sites, such as National and State Registers of Historic Places.
3. Promote joint conservation/preservation easements for the protection of open space and views (work with Conservation Commission and other entities).
4. Establish and promote Scenic Road designations and Stone Wall protection.

#### **Goal #4: Develop an Historical Resources Inventory and Map.**

Building on existing inventories (Historical Society) and the community landmarks list, conduct a reconnaissance survey identifying historic structures and sites that define the community's history and character. Survey and inventory all historical and cultural resources. Resource identification and mapping should place such sites into a framework that outlines the important historical trends or themes that they represent, with the future goal to incorporate this inventory and map into the Master Plan and onto the Town website, potentially a task of the recommended future Heritage Commission.



The committee has developed a list of significant community landmarks and views based upon the responses to the 'Top Ten' surveys distributed to citizens attending the December 2007 Master Plan community session. These buildings and sites should be preserved by the Town and protected by future planning activities (Appendix C).

#### **Action Items:**

1. Short Term:
  - a. Publish and distribute the illustrated list of "community landmarks" developed by the committee (promote community awareness and education).
  - b. Coordinate with the Historical Society and private entities to develop an inventory of important town historic buildings and other resources.
2. Longer term:
  - a. Encourage town-wide dialogue about future uses of buildings and sites on the community landmarks list (adaptive re-use).
  - b. Assess feasibility of vacant or underutilized buildings such as the Adele Taylor House or the Moultonborough Grange for town needs.





## 5. Facilities & Field Deficiencies

### Space Limitations/Challenges:

- Youth Sport Fields – have seasonal drainage issues which limit the use of the facilities. In 2005 the Louis Berger Group designed possible solutions. This report is on file at the Town Hall.
- Multiple demands for limited gym space available in the schools will likely restrict future programming.
- The limited number of recreation fields combined with increasing program activity makes it difficult to undertake major maintenance or upgrading projects without disrupting programs at other fields.
- The size of the community center building and the limited outside area constrain programming and participation.
- Storage space for program equipment is limited.
- Day Camps/Playground Programs have been restricted to morning programming due to limited facilities.
- States Landing Beach is likely to become increasingly less popular unless the mud bottom and aquatic weed infestation can be resolved.
- The building which houses the Zamboni and maintenance activities for the ice rink is considered inadequate and a potential safety problem for staff and volunteers
- Most of the fields on Playground Drive are not handicapped accessible.

## 6. Summary

There seems to be a growing perception and community awareness of potential recreational, cultural and social service needs that have largely evolved over the past 20 years. There was some discussion in the 1991 Master Plan of physical improvement needs at the town playground and recreational fields; however, the only future needs identified at that time were non-specific references to community parks, picnic areas and development of a trail system.

Since the late 90's there has been considerably more focus and emphasis on recreation, cultural & social service needs and related facility requirements; a major expansion of the Library was completed with a combination of public funding and private contributions; there have been significant improvements made to the primary municipal park & playground area, and the recreation department inherited a building when construction of the new town offices freed up the old municipal building.

A Recreation Strategic Planning Team was formed and funded by the town in 2006 to identify perceived recreational needs in the town. The RSPT & FSSC presented its report to the Town in 2007. The plan included not only a strategy for resolving the issues around athletic fields, but also preliminary plans for a new Community Center, associated with the fields. The Town voted not to approve the proposed cost for architectural and engineering design fees for the Community Center plans, but did vote \$100,000 to cover the cost of continuing to explore options.

3. Develop a formal Capital Improvement Program for the replacement of all equipment and for improvement to park areas.

☞ **Town Office Building Action Items:**

1. Establish a Disaster Recovery Team to evaluate alternatives for redundancy of all critical operations. Recommend alternatives to Select Board and Town Administrator.
2. Establish Capital Reserve Fund for purchase and installation of back-up generators for all “Mission Critical” locations.
3. Initiate conversations with the School Department related to the feasibility of relocating and/or incorporating the current Recreation Department within the existing school facilities.
4. Establish internal task force to explore and implement automated payments and license, registration, applications, etc.
5. Establish time line and (CIP) Capital Improvement Plan for large dollar physical structure maintenance needs re: roof, HVAC, etc.
6. Standardize hours of operation of Town Hall to provide optimum service to residents.
7. Continue to enhance the Town Government web site to improve communication with the public



☞ **Healthcare Action Items:**

1. Partner with one or more of the local hospitals to establish a local 7/24 Emergency Medical Center.

☞ **Transfer Station Action Items:**

1. Establish a Recycling Committee and dedicate a small percentage of recycling revenue for public information campaigns designed to improve recycling efforts and reduce trash volumes.
2. Monitor Municipal Solid Waste tonnages and recycling rates to ensure that recycling remains a priority.
3. Establish a Capital Improvement Plan for equipment replacement and building improvements and dedicate a portion of recycling revenue to a reserve fund specifically for that purpose.